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GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$5.50 per Cask of 37½ lbs. net ex Factory. \$3.30 per Bag of 250 lbs. SHEWAN TOMES & CO., General Managers. Hongkong, 1st June, 1901. [a1444]

the Corps, whose performance of their respective duties he characterized as in every way excellent. "And now," he concluded, "I shall say good-bye. I shall always treasure the remembrance of my connection with the Corps, and I am sorry, very sorry, to part with you all."

In presenting Sir John with a handsome silver salver subscribed for by past and present members of the Corps, H. E. the Governor said:—Lieut. Col. Sir John Carrington, I share with the officers, non-commissioned officers, and men of this Hongkong Volunteer Corps their deep regret at your retirement from the command of the Corps. When you arrived in this Colony you were already an experienced Volunteer and Militia officer, your service as an officer dating from 1871 when you were an Ensign in the Oxford University Corps. You had also experience as a Major in the British Guiana Militia, a position that you held until you left that Colony for the Far East, so that your invitation to become Major Commandant of the Hongkong Volunteer Corps may be looked upon as the natural sequence of your long career. As you have told us, when you took over the Corps its strength was 140. It is now 382. What the condition of the Corps was when you assumed the command I do not know, but speaking in the presence of General Sir William Gascoigne, who will I hope add his testimony to mine, I am not afraid to say that you have left the Corps in a most creditable state of efficiency. No one knows better than I your undying interest in everything connected with the drill, discipline, and internal economy of your command, and I may say that when on the augmentation of the Corps, it was my pleasant duty to promote you to the rank of Lieutenant-Colonel. I felt that I had never signed a commission more richly earned by faithful and diligent service. I have been requested by the members of the Corps to ask your acceptance of a souvenir that has been subscribed for by past and present members of all ranks. Although I am Honorary Colonel of the Corps I did not dare to come here in order to offer to you this presentation. It is a regulation against presentations of any nature on parade. But I think that, without any fatal results to discipline, the Governor may allow himself the pleasure of being the medium of making this presentation in the presence of the Corps, of again expressing for himself and for every member of the Corps their regret at your departure, and, further, hoping that the rest that you are about to take from your onerous labours will soon fully restore your health that has been temporarily impaired by a long-continued devotion to trying duties that you have discharged to the entire satisfaction of the people of this Colony. It only remains for me to ask you to accept this salver from your old comrades, with very good wishes for your future welfare and that of Lady Carrington and your family.

H. E. Major-General Sir William Gascoigne then addressed a few words to the Corps. He said he could add very little to the sentiments His Excellency had so ably expressed. Sir John Carrington and His Excellency had been kind enough to consult him as to the propriety of the parade, but although the existing regulations rather discouraged presentation of prizes or the presentation of souvenirs to officers leaving the Corps, he agreed most thoroughly with His Excellency that circumstances alter cases, and, for one, certainly thought it would have been a great hardship if the members of the Corps had been prevented by a hard-and-fast rule from giving a practical exhibition of the esteem and affection in which they held Sir John Carrington. Therefore he advised His Excellency to come down and make the presentation. Continuing, Major-General Gascoigne said he had had the pleasure of serving with Sir John Carrington for three years in this Colony, and thoroughly agreed with the encomiums passed upon him by His Excellency. As to the Corps, he had already told them of their efficiency, and he would again tell them now, but, as Sir John Carrington had said, they must continue to strive to attain perfection. They must do their best, beyond which no man could do more, and in the attainment of their object they would in the future afford the keenest satisfaction to Sir John Carrington when he looked back on the efficiency of the Corps he had had the honour of commanding for so long. In conclusion, the speaker begged to join in the hearty wishes for Sir John Carrington for health and every possible happiness in the future.

On the call of His Excellency the Governor, who, doffing his hat, said to the men, "Take off your helmets," three cheers and three hurrahs were given for Sir John Carrington, who, in afterwards returning thanks for the presentation, said the souvenir would be to him the most treasured of his possessions. He concluded:—"I won't say any more now, and may Heaven send his blessings to you, both as a Corps and as individuals."

H. E. the Governor and H. E. Major-General Gascoigne, after shaking hands with Sir John Carrington, took their departure, and the parade was soon afterwards dismissed. In the Orderly Room Sir John's health was toasted in champagne by all the officers of the Corps. Later, headed by the Band playing "Auld Lang Syne," the officers escorted their late Commandant to the train station on his way to the Peak. He left the station to the strains of "He's a jolly good fellow," followed by cheers. And so the Hongkong Volunteer Corps said good-bye to a Commandant whose popularity cannot easily be surpassed.

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of the Party offering imitations of
MACNIVEN & CAMERON'S PENS.
The Pickwick, the Owl, and the Waverley Pen.
Sold at all Stationers.
Macniven & Cameron, Ltd., Waverley Works
Edinburgh (1903-4)

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 10th October.

A SEDITIONARY FLAG.

A fortnight has scarcely elapsed since the news of the outbreak against the mission stations in the interior reached us, when we heard of trouble brewing in some other quarter. It appears that at Tiet Shan, in the Po-Ning district, which is about 40 miles distant from here, and which was the scene of the late clan-fights, placards have been posted everywhere inciting the population to rise against the Government. The authors of the placards, who are unknown, give as their reasons that the Chinese officials oppress their own people, whereas they help and assist the missionaries. A white flag, purporting to indicate the villagers' hostile attitude, has been hoisted on a pole and exhibited in a conspicuous place. Albeit so far nothing has happened at Tiet Shan and no anxiety need be felt for the present, it yet behooves us to keep wide-awake as to what is taking place in the adjacent villages.

ACTION BY H. E. M. CONSUL.
I am informed that the British Consul has drawn the Chinese authorities' attention to the present state of affairs around here and to the issue of the placards at Tiet Shan.

THE CHINESE MAN OF WAR "FAR-PO"
Left this port for Canton on Sunday last.

FORMATION OF A RIFLE CLUB.
It is not so very long ago that I had occasion to remark upon the slow progress made on this port with regard to athletics. I am now pleased to state that we are making a move in the right direction. A circular was issued asking for volunteers to join in a rifle meeting. As the great part of the male residents so enthusiastically responded to the circular, it has been decided to form a rifle club, which, it is hoped, will be accomplished at no very distant date.

CRICKET.

CIVILIANS v. UNITED SERVICES.

Before referring to the match which was played on Saturday, we have to announce that Captain Waymouth, R.A., will be glad to receive the names of any civilians who would like a game on Thursday next beginning at 11 a.m. Persons desirous of playing should send in the names to the Honorary Secretary, Mr. P. A. Cox, not later than Tuesday noon.

Next Saturday there will be a match between the President's XII and the Honorary Secretary's XII, starting at 11 a.m. sharp. As this match is being arranged to give practice to men to whom may fall the distinction of representing the Colony next November, it is hoped that gentlemen invited to play will make an effort to do so, and especially to roll up punctually.

Had punctuality been observed on Saturday last, the probability is that the United Services would have been dismissed by tiffin time and the Civilians, going in fresh to bat, would have made a better fight of it. Another matter requiring attention and easily remediable is that batsmen should be ready waiting their turn to bat; much valuable time is wasted by breaking the two-minute rule. *Verbi Sap!*

Saturday was a day of small things, so far as runs were concerned, for the rain in the night had furnished a bowler's wicket. The fielding showed an improvement, we think, notwithstanding that it was not all catches which were held. But there is yet room for vast improvement, and we still miss that fielding attribute which can best be described as being on the tip-toe of expectation. That the onlookers can and do appreciate and encourage smart fielding is shown by the approval with which every piece of quick work in that line was received all round the ground. Apathy and something akin to disdain where fielding is concerned, are the chief blemishes in modern cricket, and Hongkong is, we are sorry to say, very much up-to-date in this respect. We don't want to rub it in too much, but we must reiterate that the side which is nimblest on its pins, surest in its catches and quickest in its returns is our pet side, because it best plays the game and stands the best chance of winning. There is no doubt also that the art of running between wickets is but little understood in Hongkong: the whole secret is efficient backing up a fast sprint over the pitch and a quick recovery to start for the next run. Every fielder and batsman ought to leg it as though he were fleeing for his life with a hue and cry raised around him. One more platitude, viz., the hitter calls for strokes in front of the wicket and his *vis-a-vis* for strokes behind the wicket; yet this, and decision in calling, are often not observed. We have ventured to state some of the axioms and postulates of cricket because, if they are not borne in mind, there can be no Q.E.F. or Q.E.D. correctly arrived at.

The United Services began to bat about 11.35 and opened with two R.W.F. Captains. Cadogan was run out by smart co-operation between Loo and Arthur. Rotherham played carefully till one from Doctor proved too good. Preedy hit hard and well for his useful 21. But it was Clifton Brown and Dorehill who showed the best battery form, the R.A. Major being particularly active. These two put on 25 runs very rapidly immediately after tiffin. Subsequently Clapham lunged out and got into double figures. The innings closed for 119, an unexpectedly small total, notwithstanding that such good bats as Dyson and Radcliffe could not play. Doctor and Mackenzie both bowled well. The former was not sending down so many loose balls to leg; if he can bowl as well on a hard wicket as he did on Saturday's wicket (and we think he will, for he is fast off the pitch), his inclusion in the local XI in November is probably assured.

The Civilians had an apparently easy task before them to knock off 110 runs, particularly

considering this wicket had improved the pace of the pitch; perhaps the task was undertaken too lightly, for excepting Burns who again showed good form, not a man on the Civilians side did himself justice. True, Preedy bowled at a great speed, and in the main kept a good length with a useful short bumping ball at intervals; but that was not enough to account for the collapse, over which it is probably better to draw a veil and over which many a Civilian partisan experienced much anguish. In addition to Preedy, a new bowler, Morrison from the H.N. hospital, bowled and may be heard of again; he will be asked to appear again next Saturday.

When the Services batted a second time about 4.15, wickets fell fast and 7 were down for 52, thanks chiefly to the bowling of Doctor. But a respite was brought by Burke who finely trounced the bowling till he was given out caught at the wicket, an obviously correct decision. At 5.1 Dorehill and Waymouth, partners in many a good match, got together and added over 30 before stumps were drawn at 5.30 p.m. The Major again played a sterling not out inning and with his comrade in arms demonstrated how running between wickets should be carried out. Had the wickets continued to fall as at the beginning of the innings, it was on the cards that the Civilians might, by slashing hitting, have knocked off the runs at their second attempt but the fates were not propitious. If they had been, that half hour last at the start could have been most valuable. In two innings Doctor took 10 wickets for 89 runs, a gratifying result. The keeping of Arthur showed an advance upon last week's performance, we are glad to say. It is evident that unless two of the mainstays of last season's Civilian's XI show improved form in the next few weeks, their inclusion in the Colonial team in November next is a very doubtful matter.

By the courtesy of the Colonel and Officers of the R.W.F., their band played a pleasing selection of music on the ground during the afternoon.

It was a matter of much regret that the subsidiary match arranged to be played in the Happy Valley did not take place. When men have promised to play and thus precluded themselves from making other engagements for Saturday afternoon, it is, to say the least, annoying to learn that the fixture has been cancelled. We hope, however, that the present failure will neither prevent other like matches from being arranged for, nor deter men from continuing to play.

Appended are the score and analysis—

UNITED SERVICES.		CIVILIANS.	
First Innings.	Second Innings.	First Innings.	Second Innings.
Capt. Cadogan, R.W.F., run out.....	0	0	0
Capt. Rotherham, R.W.F., b Doctor.....	0	0	0
Pte. Preedy, R.W.F., b Smith.....	14	14	14
Smith, b Doctor.....	21	21	21
Lt. Kriekenbock, 2nd B.I., b Smith, b Mackenzie.....	6	6	6
Lt. Rose, R.N., b Smith, b Mackenzie.....	0	0	0
Lt. Clifton Brown, R.N., b Lee, b Mackenzie.....	25	25	25
Comm. Woolcombe, R.N., b Lee, b Mackenzie.....	0	0	0
Major Dorehill, R.A., not out.....	18	18	18
Capt. Clapham, R.A., b Mackenzie.....	15	15	15
Lt. Baile, L.C., b Doctor.....	0	0	0
Capt. Waymouth, R.A., b Doctor.....	0	0	0
Sgt. B. Sid. Morrison, b Woodgate, b Mackenzie.....	0	0	0
Wicket-keepers.....	0	0	0
Byes 4, leg-byes 4.....	8	8	8
Total.....	119	Total (9 wickets) 125	

CIVILIANS.		UNITED SERVICES.	
First Innings.	Second Innings.	First Innings.	Second Innings.
F. Matfield, c Dorehill, b Waymouth.....	0	0	0
C. M. G. Burns, c Woolcombe, b Morrison.....	30	30	30
K. W. Muncey, b Preedy.....	2	2	2
A. Mackenzie, b Waymouth.....	13	13	13
T. Sercombe Smith, c Dorehill, b Preedy.....	9	9	9
J. Woodgate, b Preedy.....	0	0	0
J. E. Lee, b Preedy.....	5	5	5
H. Arthur, b Preedy.....	4	4	4
A. R. Loo, b Preedy.....	2	2	2
J. H. Smith, b Morrison.....	1	1	1
B. Doctor, not out.....	1	1	1
P. A. Cox, c Preedy, b Morrison.....	6	6	6
Byes 5, leg-byes 1.....	6	6	6
Total.....	65		

BOWLING ANALYSIS.

UNITED SERVICES.		CIVILIANS.	
First Innings.	Second Innings.	First Innings.	Second Innings.
O. M. R. W.	O. M. R. W.	O. M. R. W.	O. M. R. W.
T. S. Smith.....	13 3 28	0 0 1 31	2
M. J. Doctor.....	21 6 46 5	11 3 43 5	5
A. Mackenzie.....	12 4 25 5	7 3 15	3
P. A. Cox.....	2 1 11	4 1 7 3	2
J. A. Woodgate.....	— — —	4 1 7 3	2
J. E. Lee.....	— — —	2 1 8	1
Capt. Waymouth.....	0 0 0 0	22 3 2	3
Pte. Preedy.....	13 2 43 6	— — —	—
Morrison.....	5-1 14 3	— — —	—

HONGKONG POLICE v. H.M. NAVAL YARD.

This match, played on Saturday, ended in favour of the Police by 2 runs after an exciting match. The following were the scores:—Naval Yard—Ormsby 4, Denny 10, Blowett 1, Gladwell 0, Brand 17 not out, Lee 2, Spurr 1, Henwood 1, Makoveyoff 4, Leek 0, Perrott 1, Total 50. Police—Lauder 0, Pitt 11, McHardy 2, George 1, Reynolds 10, Withers 3, Winter 0, Quinn 11, Denny 4, Wade 2, Jolly 0, Extras 3, Total 53.

HOCKEY.

The results of the games of hockey last week were as follows:—

The Indian Brigade v. H.M.S. Ocean on the 7th inst. was an excellent fight. Right up to the finish it was anybody's game. The Brigade just managed to win by two goals to one.

On the 10th the Brigade played the Royal Artillery, and the fastness of the game may be estimated when the score is considered, viz., nine goals to six in the Brigade's favour. Allowing for time lost in the ball going out of play, the average was a goal scored once in every three minutes. Possibly the weak half-back defence on each side accounted for this.

To-day the Indian Brigade plays H.M.S. Argonaut.

POLICE COURT.

Saturday, 12th October.

Before Mr. Hazeland.

A BAD-TEMPERED LANDLORD.

Chan Wo, a lawler of No. 1, Kwai-ki Street, and owner of some congee stalls, because he could not get the \$38 rent owing to him by the tenant of a stall, entered it while only a *fok* was present, smashed some cups, and generally damaged the stall to the extent of \$5. When Police Constable No. 338 arrived on the scene and tried to arrest him, he struck him on the chest.

His Worship told defendant that it was plain that he was a very bad-tempered man. Instead of damaging the stall he ought have summoned the tenant in the Summary Court to recover his \$32. His Worship was also convinced that he struck the constable. Defendant would have to pay \$5 compensation, or fourteen days, and for the assault on the constable a fine of \$5, or for an additional fourteen days' hard labour.

STEALING SHOVELS.

Two coolies were charged, firstly with stealing three shovels from the stockhold of the *a.s. Carthage*, while the ship was coaling; and secondly with boarding the said ship without permit from the master.

Mr. W. Ramsey gave evidence as to the theft of the shovels and to the men being on board the ship without permit.

His Worship sentenced them to fourteen days' hard labour on the first charge, but said he could not convict them of the second in the absence of the ship's master.

CASES ADJUDGED.

The further hearing of the evidence in the case of ex-Water Police Constable Holdaway, for shooting a Chinese lad, was adjourned to the 15th inst.

The case of H. M. Roxas, who is charged with stabbing Mrs. Murray de Zarza with intent to kill, was again remanded.

The case of Francis Cruz, who is charged with swindling three Indians out of various sums of money by promising to obtain passages to Australia for them, was remanded for further hearing.

BRITAIN'S TRADE WITH CHINA.

A very interesting article on the above subject is to be found in the September number of the *Empire Review*. The writer is Mr. H. Kopsch, whose former position as Statistical Secretary of the Imperial Chinese Maritime Customs entitles him to speak with authority. Britons have been accustomed to hear that their country enjoys from 60 to 75 per cent. of the import trade of China. Mr. Kopsch analyses this statement with disquieting candour. In 1890 the total sterling value of China's foreign imports was £42,382,000; the British Board of Trade statistics show that during that year shipments from Great Britain to China and Hongkong reached an aggregate value of £9,688,000, or 21 per cent. of China's total imports. And this, he is noted, was £100,000 less than the total British exports to China ten years before. Despite the opening of new treaty ports and the concessions in the matter of transit duties, British exports to China have remained practically stationary during the last decade. These figures, of course, do not take into account the trade between India and China, or the trade done by Australia and other colonies. Considered on an Imperial basis, the British share is materially larger; but Mr. Kopsch's point is that Great Britain's commercial interests in China are not increasing. He has only one explanation of the lack of development: it is the reaction imposed on Chinese consumers by the depreciation in the gold value of silver.

In 1890 the Chinese could obtain for the tea goods to the value of 5s. 2d., whereas last year the same money would only exchange for 3s. a difference of 42 per cent. Among other things, he ascribes the marked falling-off in the importation of Indian piece-goods to "a rise in price owing to the fictitious value of the rupee, and consequent decline in demand." Mr. Kopsch, indeed, appears to hold that the domestication of silver is destined to give a strong stimulus to manufacturing industries in China. The Chinese, he says, are finding it less costly to manufacture at home than to buy from gold-standard countries. We do not think the experience of the native mills around Shanghai agrees with this assertion; but Mr. Kopsch's broader declaration that ultimately "cheap silver-paid labour is destined to become a ruinous rival of Western factories" is perhaps less open to dispute.

On the other hand, low exchange does not appear to have had the effect of enlarging the trade with the United Kingdom. During the first five years of the last decade the exports of China aggregated £113,188,000; in the second five years they reached a total of £122,040,000. In the first period Great Britain received from China, including Hongkong, goods to the value of £25,270,000, in the second period the total was £18,575,000, a very heavy decline during a period when China's exports trade was expanding. Even Mr. Kopsch hardly connects this contraction in Chinese exports to Great Britain with the currency system. It appears to be mainly attributable to other reasons. During the decade, the demand for China teas in England very greatly diminished, while the importation of China silk dwindled to half its previous proportions. Tea and silk, once the great staple commodities dealt in by British traders in the Far East, decreased in value and returned by nearly ten million sterling. Mr. Kopsch makes some startling revelations about the situation on the Yangtze. In that region, which some British politicians are inclined to regard as their own peculiar appanage, Russian capital is far more plentiful than British, and Russian "interest" whatever that may mean—is paramount. About 75 per cent. of the tea exported from the Yangtze ports is handled by Russians. It is Russia, says Mr. Kopsch, and not Great Britain, who enjoys commercial preponderance on the great Chinese waterway. British tonnage admittedly predominates, but the real test is the amount of capital invested in the trade. Turning to the north, he warns India that she may expect a serious menace to her opium trade from Manchuria. Northern China already draws her supplies of opium from Manchuria, instead of from India. "Were the poppy cultivation encouraged by foreign capital and fostered under a paternal administration, bound by a cheap free port, it would assuredly have a disastrous effect on Indian finance and trade." These, however, are merely incidental points. Mr. Kopsch has written his article to demonstrate that "the enhanced silver price of our goods, due to the domestication of the white metal, completely nullifies every advantage acquired by extended and free markets." The facts and figures he has marshalled are undoubtedly formidable.

A NATIVE PAPER ON THE U.S. EXCLUSION BILLS.

The Shanghai *Shen Pao* discusses the invitation of China to remove the restrictions on Chinese immigration into the United States. Chinese workmen first went to America in the fifth year of Hsien Feng, which is 1855 of the Western calendar. The first year 5,520 coolies went under contract. The number gradually increased, until in the 18th year of Kwang Hsu 291,015 immigrants came from Asia, 12,604,203 from Europe, 147,080 from Britain and many from all quarters of the globe. Thus the Chinese were not the only people who went thither. People of all nations, hearing of the goodness of the land, flocked thither in hopes of improving their prospects. At length the old inhabitants of the United States began to grumble that the newcomers were pushing them out of the labour market, and taking the bread from their mouths. The agitation finally took head when the Congress passed exclusion laws against Chinese labour, and notwithstanding the efforts of the President to protect the Chinese, there happened the murder of so many Chinese in Oregon.

Why, alas, asks the *Shen Pao*, is it necessary that our people should go abroad and make a living, instead of remaining at home? It is owing to their extreme poverty that Americans have been lured and have taken the bread from the mouths of the people of foreign lands and Exclusion Acts. China has too many peoples for the size of her territory, and the emigration of these people tends to keep down rebellion. Besides this advantage, they send annually considerable sums to China, which help to restore the balance against China due to her silver going abroad to foreign countries. When there was talk of removing the restrictions, great was the rejoicing among the Chinese. Recently some Cantonese got a foreign lawyer to petition H.E. Tao Ma to use his influence in behalf of the emigrants. But H.E. replied with a *non possumus*. The Japanese set us a fine example of how to manage this business. When there was talk of excluding the Japanese as well as the Chinese, the Japanese Consul wired to Government and got authority to say that such action would provoke retaliation and Japan would have to exclude Americans from her borders. The matter was accordingly speedily dropped. But China cannot manage affairs so smartly as Japan. Unluckily there were Americans among the murdered missionaries last year, and the Americans are not inclined to relax their laws. "We have not much hope of anything being done, but we write this article in hopes that our officials will read it, and take to heart the condition of their subjects abroad, and devise some means to open to them a door of hope."

LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Empress of India* left Vancouver on Tuesday, the 8th inst., a.m. for Hongkong via the usual ports of call.
The A.L. steamer *Margus Desqueneux* left Singapore for this port on the 12th inst.
The C.P.R. steamer *Tartar* arrived at Yokohama on Saturday, and left for Kobe yesterday morning at daylight.
The N.P. steamer *Braemar* sailed from Tacoma for Japan and Hongkong on the 11th inst.
The N.D.L. steamer *Marburg*, from Hamburg, left Singapore for this port on Saturday, and may be expected here on or about the 18th inst.
The N. P. steamer *Olympia* sailed from Yokohama for Tacoma on the 11th inst.

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\$12.00 PER DOZ.
THE BEST
AT THE
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\$12.00 PER DOZ.

H. PRICE & CO.
12, QUEEN'S ROAD.
Hongkong, 10th October, 1901. [618]

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PIANO CO., LTD.
"WASHBURN"
MANDOLINES.
GUITARS.
BANJOS
AT
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Hongkong, 3rd October, 1901. [2953]

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CHAMPAGNE & BOTTLED AND SHIPPERS.
Ship only the Finest Quality.
Extra Dry (Green Seal).
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Sole Agents.
Hongkong, 17th May, 1895. [1271]

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All kinds of Oil Paintings and Photographic Enlargements.
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Hongkong, 20th March, 1901. [79]

THE WANCHAI STORING COMPANY

ARE now prepared to receive Goods for Storage in their Godowns, situated on PRAYA EAST (late McGregor Barracks).
Landing and Shipping of Cargoes is facilitated by means of the spacious strong Pier lately constructed in front of these Godowns.
Terms Moderate.
Apply for further particulars to
GODOWNMAN ON PREMISES,
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SHEWAN, TOMES & CO.,
Agents.
Hongkong, 10th August, 1901. [2033]

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CALIBRE 7.63 m.m.
WITH CHAMBER FOR 10 CARTRIDGES,
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO
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Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
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ON SALE.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN."
Being a Lecture by CAPTAIN PERCY SCOTT, R.N., C.B., and CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. *Terride*).
The book is printed on art paper, and illustrated with coloured maps and sketches.
Prices \$1 and \$1.50

KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOWLOON and ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1.
To be had at Messrs. KELLY & WALSH, LD., Daily Press Office, Hongkong, 28th October, 1898. [82]

PIANOFORTE TUNING AND REPAIRING.

M. E. A. BROWNE is prepared to undertake the above at reasonable rates. All Repairs done personally.
TUNING \$3.50.
Address—
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Hongkong, 4th September, 1901. [2256]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.
Call Flag W.
J. W. KEW,
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20, Des Vaux Road.
Hongkong, 18th December, 1900. [186]

ON SALE.

THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.
A LECTURE BY ALEXANDER MICHIE.
PRICE 25 CENTS CASH.
On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.
Hongkong, 20th April, 1901. [1027]

AMERICAN SYSTEM OF DENTISTRY.

AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
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Hongkong 15th September, 1899. [2345]

THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.

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Hongkong, 19th August, 1901. [2107]

NEW ADVERTISEMENTS

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Prof. W. A. Davis, the celebrated Illusionist and Ventriloquist, having recently returned from an extended tour of the Continent and Great Britain, will appear in MAGIC UP TO DATE as DAVIS now being shown in LONDON, PARIS and NEW YORK.
A LATTER DAY SPIRIT SCARE. HOW MODERN GHOSTS ARE PRODUCED.
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Hongkong, 14th October, 1901. [2606]

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Hongkong, 14th October, 1901. [2605]

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DOUGLAS STEAMSHIP COMPANY, LIMITED.
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THE Company's Steamship
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Captain Roach, will be despatched for the above ports TO-MORROW, the 15th inst., at DAYLIGHT.
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DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 12th October, 1901. [2604]

STRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship
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Captain Blaffer, will leave for the above places on SUNDAY, the 20th inst., at DAYLIGHT.
For Freight or Passage, apply to
SANDER, WIDLER & CO.,
Agents.
Hongkong, 14th October, 1901. [6]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR TAMSUI VIA SWATOW AND AMOY.
THE Company's Steamship
"DAIGI MARU".
Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 20th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 14th October, 1901. [17]

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CHINESE CLERK. Good Handwriting. Some Experience. State if Typewriter. Salary \$50.
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Hongkong, 3rd October, 1901. [2538]

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LADY Wants an Engagement as Housekeeper, Lady's Companion, to take care of Children, or General House-work.
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Hongkong, 9th October, 1901. [2567]

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Full particulars can be obtained on application to the undersigned.
By Order of the Board of Directors.
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Hongkong, 31st July, 1901. [1922]

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Hongkong, 2nd August, 1901. [193]

AUCTION

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), the 15th October, 1901, at 2.30 P.M., at his Sales Rooms, QUEEN'S ROAD, TAPESTRY and VELVET COVERED DRAWING-ROOM SUITE, OVERMANTEL, PICTURES, ONE CANTON BLACKWOOD CURIO CABINET, DINING TABLE, SIDEBORD, DINER WAGGONS, CROCKERY GLASS and PLATED WARE, DOUBLE BRASS BEDSTEADS, WARDROBES, CAMPHOR WOOD CHEST OF DRAWERS, MARBLE TOP BUREAU with BEVELLED GLASS and WASHSTAND, ONE 12 BORE FOWLING-PIECE, VIOLIN, PIANO, BICYCLE and IRON SAFES, &c., &c., &c.
TERMS OF SALE.—As Customary.
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Hongkong, 12th October, 1901. [2600]

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Specially recommended for Infants.
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Hongkong, 11th October, 1901. [2587]

NOTICE.
A SPECIAL MEETING of His Majesty's JUSTICES of the PEACE will be held at the Magistrate's, at 2.30 P.M., TO-MORROW (TUESDAY), the 15th day of October, A.D. 1901, for the purpose of considering an application from one H. RUTTON for a Publican's Licence to sell and retail intoxicating Liquors on the premises situated at Nos. 40, 41, 42, 43 and 44, Elgin Road, Kowloon, under the sign of "The Queen's Hotel".
F. A. HAZELAND,
Police Magistrate.
Magistrate's, 1st October, 1901. [2598]

HONGKONG JOCKEY CLUB.
NOTICE.
MEMBERS requiring Stand or Stable Accommodation in the Jockey Club Compound during the forthcoming Training and Racing Season are requested to apply to the undersigned not later than SATURDAY next, the 19th October.
By Order—
T. F. HOUGH,
Chief of the Course.
Hongkong, 12th October, 1901. [2599]

NOTICE.
A DINNER will be given to the Members of the Straits and Shanghai Cricket Teams during the week ending 16th November, at the City Hall.
Subscription \$10.
Lists for Subscription will be exhibited at the Hongkong Club and the Cricket Club, or Names may be sent in to the undersigned.
E. GUMPERT,
Care of Messrs. Caldwell, Macgregor & Co.
Hongkong, 23rd September, 1901. [2410]

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Hongkong, 17th February, 1899. [65]

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Hongkong, 19th September, 1901. [2383]

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Hongkong, 1st May, 1901. [1145]

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GEO. MOIR, Manager.
Hongkong, 1st August, 1901. [1940]

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Dealers in
JEWELRY, PEARLS, DIAMONDS,
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BRONZES and CARVED IVORY WARE,
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ANISEED and CASSIA OILS,
&c., &c., Stock always on hand.
An Inspection is RESPECTFULLY SOLICITED.
Note.—We beg to announce that we also
Buy all kinds of Curious at Moderate Prices.
1 & 3, D'AGUIAR STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [1811]

ENTERTAINMENT

HONGKONG MISSIONS TO SEAMEN.
A CONCERT
will be given on
WEDNESDAY, 10th OCTOBER, at 9 P.M.,
By the MEMBERS of
ST. JOHN'S CATHEDRAL CHOIR,
in the
Hon. C. P. CHATTER'S BUNGALOW,
Kowloon
(Kindly lent for the occasion).
MR. ALCO MARSH
will Sing, and the Programme will consist of
PART SONGS, SOLOS AND
INSTRUMENTAL SELECTIONS.
The Proceeds will be devoted to the local work of the Missions to Seamen.
Prices: Reserved Seats \$2, Unreserved Seats \$1.
Tickets may be obtained from the ROBINSON PIANO COMPANY, RAYS, J. H. FRANCE and T. WRIGHT, and
A. CUNNINGHAM,
Hon. Sec. ST. JOHN'S C. CHOIR.
Hongkong, 9th October, 1901. [2565]

INSURANCES
THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA,
Incorporated 1851.
CAPITAL.....\$1,000,000.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [1835]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1900, £14,732,681.
I. AUTHORIZED CAPITAL.....£3,000,000 0 0
SUBSCRIBED CAPITAL.....£2,750,000 0 0
PAID-UP CAPITAL.....£87,500 0 0
II. FIRE FUNDS.....£2,833,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 3rd July, 1901. [1641]

SALAMANDER FIRE INSURANCE COMPANY.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ, JACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1892. [29]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BRÜCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [124]

PHENIX FIRE OFFICE
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1833).
The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.
P. LEMAIRE & CO.,
Agents.
Hongkong, 7th February, 1901. [439]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 20th May, 1895. [31]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [30]

TO LET.
A HOUSE in LIPON TERRACE.
Apply to—
"THE RETREAT" MOUNT KELLET.
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 13th July, 1901. [66]

BOARD AND RESIDENCE.
MRS. GILL AND SONS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [2403]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

TO LET

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., LD.
For particulars, apply to—
LAURE, WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET.
ROOMS suitable for OFFICES, a few minutes walk from the Supreme Court.
Apply—
Care of Daily Press Office.
Hongkong, 7th October, 1901. [2555]

TO LET.
NOS. 1 to 8, WILD DELL, WANCHAI ROAD.
Apply to—
SANG KEE,
298, Des Vœux Road Central.
Hongkong, 18th August, 1901. [3084]

TO LET.
NO. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1799]

TO LET.
A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHERSON STREET.
Apply to—
CARLOWITZ & CO.,
Sales Office.
Hongkong, 10th September, 1901. [2302]

"BARRINGTON," PLANTATION GAP, PEAK.
TO BE LET FURNISHED.
FOR Six Weeks from October 16th.
Apply to the Tenant.
W. D. GRAHAM,
Care of Messrs. Widdison, Heywood & Clark, Limited.
Hongkong, 12th October, 1901. [2386]

TO RENT—ON THE PEAK
(Close to Tram Station).
A NICELY FURNISHED ROOM with Bath and Board, in Private Family. Splendid View and Very Healthy. First-class Table.
Address—
PEAK,
Care of Daily Press Office.
Hongkong, 11th October, 1901. [2588]

TO LET.
GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 5th July, 1901. [1692]

TO LET.
THE "STILLINGFLEET," Peak Road, 3 ROOMED HOUSE.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 4th October, 1901. [2537]

TO LET.
TWO LARGE ROOMS, fronting Queen's Road Central, in Marine House, suitable for Offices.
OFFICES and ROOMS on 1st and 2nd FLOORS, Beaconsfield Arcade.
Also FURNISHED HOUSE at the Peak, possession on 1st November.
For Particulars, apply to—
TURNER & CO.
Hongkong, 10th October, 1901. [2581]

TO LET.
A NEWLY ERRECTED HOUSE at the East of Race-course.
Apply to—
NG YUEN HING,
No. 9, Queen's Street, West Point.
Hongkong, 30th September, 1901. [2561]

TO LET.
12 EUROPEAN ROOMS, Nos. 14, 18, 22, 26, 30, 34, 38, 42, 44, and 46, LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 5th October, 1901. [2548]

TO LET SHORTLY.
HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VŒUX ROAD CENTRAL, next to A. Tuck's Furniture Store.
Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.
Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Vœux Road West.
Hongkong, 5th October, 1901. [2550]

TO LET.
1 ST. 2ND and 3RD FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & CO., now nearing Completion. Suitable for Offices.
Apply to—
WING CHEONG,
Nos. 1 & 3, D'Aguiar Street.
Hongkong, 8th October, 1901. [2562]

TO LET.
"FERNSIDE," No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO RENT.
A WELL-FURNISHED ROOM with BATH and BOARD. Appointments First-class. House well located.
Apply to—
"HAMMOND,"
Care of Daily Press Office.
Hongkong, 23rd September, 1901. [2459]

BANKS

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER CENT per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [23]

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STERLING RESERVE.....\$10,000,000
SILVER RESERVE.....\$750,000
RESERVE LIABILITY OF PROP'ORS.....\$10,000,000

COURT OF DIRECTORS.
R. SHEWAN, Esq.—Chairman.
Hon. J. J. BELL IRVING—Deputy Chairman.
A. Haupt, Esq.
D. Meyer Moses, Esq.
A. J. Raymond, Esq.
R. L. Richardson, Esq.
H. Schubar, Esq.
N. A. Slob, Esq.
H. W. Slade, Esq.
H. E. Tomkins, Esq.
Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent per Annum.
For 6 months, 3 1/2 per cent per Annum.
For 12 months, 4 per cent per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 17th August, 1901. [24]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.
CAPITAL, FULLY PAID-UP.....\$1,000,000
RESERVE FUNDS.....\$125,000

Directors:
J. S. VAN BUREN, Esq.
C. EWENS, Esq.
C. S. SHARP, Esq.
H. W. SLADE, Esq.
HO TUNG, Esq.

General Managers:
Messrs. JOHN D. HUMPHREYS & SON.
BANKERS:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Auctioneers, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st February, 1901. [387]

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORISED CAPITAL.....£1,500,000
SUBSCRIBED.....£1,125,000
PAID-UP.....£562,500
RESERVE FUND.....£40,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent on the Daily balance.
ON FIXED DEPOSITS:
For 12 months.....4 1/2 %
" 6 ".....4 %
" 3 ".....3 1/2 %
J. THURBURN,
Manager, Hongkong.
Hongkong, 1st April, 1901. [25]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1890.
SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL.....2,500,000

HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES.
Canton
Chefoo
Chinkiang
Chungking
Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2 1/2 per cent on Current Account daily balances.
3 1/2 per cent on Fixed Deposits for 3 months.
4 1/2 " " " 6 " " " 6 "
5 1/2 " " " 12 " " " 12 "
E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [26]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP.....£200,000
RESERVE LIABILITY OF SHAREHOLDERS.....£200,000
RESERVE FUND.....£275,000

INTEREST allowed on Current Account at the rate of 3 per cent on the Daily balances.
On Fixed Deposits for 12 months 4 per cent
" 6 " 3 1/2 %
" 3 " 3 %
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 9th July, 1901. [29]

BANKS

THE BANK OF TAIWAN (FORMOSA) LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
AUTHORIZED CAPITAL.....Yen 5,000,000
PAID-UP CAPITAL.....1,250,000
HEAD OFFICE—TAIPEI, FORMOSA.
JUICHI SOTEDA, Esq., President.
Head Office Manager: HIROMI KAWASAKI, Esq.

BRANCHES AND AGENCIES.
Tokyo Osaka Kyoto Yokohama
Kobe Nagasaki Hakodate Moji
Tientsin London New York S. Francisco
Hongkong Amoy Shanghai Tientsin
Ningbo Shanghai Chemulpo Fusan.

HEAD OFFICE—INTEREST ALLOWED.
On Current Account.....5.475/ per annum.
Savings Bank 6.300/ " "
On Fixed Deposits:
For 3 months.....6 1/2 per annum
" 6 " 7 1/2 " "
" 12 " 8 1/2 " "

Credits granted on approved Securities and every description of Banking and Exchange business transacted.
Drafts granted on the chief commercial places both in Japan and abroad.
Further particulars may be obtained on application.
HIROMI KAWASAKI,
Manager.
Taipei, 5th October, 1900. [3138]

DEUTSCH-ASIATISCHE BANK.
PAID-UP CAPITAL.....Sh. Tls. 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin
Tientsin
Calcutta
Hankow
Tientsin (Kiautschau)

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
Union Bank of London, Ltd.,
Deutsche Bank (Berlin), Ltd.,
Direction des Discotes de Genes, etc.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
E. F. GHOS,
Managing Manager.
Hongkong, 8th February, 1900. [23]

THE YOKOHAMA SPECIE BANK LIMITED.
ESTABLISHED 1890.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP.....18,000,000
CAPITAL UNPAID.....6,000,000
RESERVE FUND.....8,510,000

HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES.
Tokio Kobe Nagasaki
London Yokohama New York
San Francisco Honolulu Bombay
Shanghai Tientsin Newchwang

LONDON JOINT STOCK BANK, LIMITED.
PAID-UP CAPITAL, LIMITED.
THE UNION BANK OF LONDON, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 3 per cent per annum on the daily balance.
On fixed deposits for 12 months 5 1/2 per annum
" 6 " 5 " "
" 3 " 4 1/2 " "
TARO HODGKINS,
Manager.
Hongkong, 2nd October, 1901. [711]

THE BANK OF CHINA & JAPAN, LIMITED.
WORKING CAPITAL.....over £230,000
RESERVE LIABILITY OF SHAREHOLDERS.....fully £420,000
2650,000

HEAD OFFICE:
36, Nicholas Lane, London, E.C.
BRANCHES:
Hongkong, Shanghai, Singapore.
AGENCIES:
Yokohama, Kobe, Panang, Beinhay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.
General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts.....2 per cent
Fixed Deposits 3 months.....4 %
" 6 " 5 " "
" 12 " 6 1/2 " "
J. W. R. TAYLOR,
Manager.
Hongkong, 1st June, 1901. [27]

THE NATIONAL BANK OF CHINA LIMITED.
AUTHORIZED CAPITAL.....£1,000,000
PAID-UP CAPITAL.....£234,374

HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS.
CHAN KIT SHAN, Esq. C. EWENS, Esq.
CHOW TUNG SHANG, Esq. J. T. LAURE, Esq.
GEO. W. F. PLAYFAIR.
Interest for 12 Months Fixed.....5 1/2 %
Hongkong, 23rd March, 1899. [24]

POHCHULL BROTHERS
57 & 59, QUEEN'S ROAD CENTRAL.
WHOLESALE AND RETAIL IMPORTERS and EXPORTERS.
Have for Sale,
Indian, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rugs and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.
INSPECTION IS SOLICITED.
Hongkong, 24th November, 1900. [2]

HOTEL

VICTORIA HOTEL,
SHAMSHAN CANTON,
BRITISH CONCESSION.

GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [2493]

HONGKONG
BUSINESS DIRECTORY.

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"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS DRUGGISTS, &c.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aca-
demic, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; 106 House Street.

MEE CHEUNG.
100 House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateur Requisites.

M. MUMEY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PRINTING

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STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchangers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Changers,
Provision and Coal Merchants, Sail-
makers, &c.; Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchangers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Vaux Road.

MORE & SEIMUND.
43 and 45, Des Vaux Road. Shipchangers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission (Clay-
house Brand) and Blundell
Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOE, "Los Filipinos."
Importer of the Best Manila Cigars; 25
Fettinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1901. [150]

KWONG FUNG YUEN,
TIMBER MERCHANTS,
No. 252, Des Vaux Road West, Hongkong.
Have always on hand a Large Stock of
the following Timber:

AMERICAN PINE and FINE BANGKOK
TEAKWOOD, HARDWOOD, &c., &c.
(in Logs and Planks).
An Inspection is respectfully solicited.
Hongkong, 5th September, 1901. [2262]

CARBOLINEUM-AVENARIUS
USED FOR OVER TWENTY YEARS

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & CO.,
Hongkong, 31st August, 1897. [18]

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.
A-Z Code.
Lieber's Standard Code.
TELEPHONE, 252.
Hongkong, 21st June, 1901. [1554]

OUR PARIS LETTER.

Paris, 14th September.

It has been observed that the young lady who is too well guarded is not guarded at all. Now the Tsar is so plied with international detectives that they may prove more of a hindrance than a help. The precautions to protect His Majesty are so many and Protean, as to monopolise all attention. On his way to look up a friend under such circumstances? It is next to buying the gold too dear, to lure the Emperor to Paris before promising him a loan. Manners are said to come from above, from the superior classes, hence the filthy rays of the unrighteousness of former centuries are tending to become too evergreen for the present day. The consensus of opinion favours the stamping out of anarchism; but how? There is danger to pull up the wheat while extirpating the tares. What society might try is a league of silence around the wild men that of late have attained a parasitical luxuri-
ance in the midst of our civilisation. To obtain notoriety for their impious deeds is one of their chief aims. The Temple of Ephesus was burn-
ed down because the miscreant wished to im-
mortalise himself. The Ephesians passed a law condemning his name to oblivion, but Herodotus is remembered for his crime, while the burner of the Artemis temple is forgotten. Fanatics who care nothing for their own lives can have little consideration for that of others. A tighter grip of the law might be kept on their writings and speeches. Free countries like those of Britain and America, ought not to allow the political de-
tritus of the Continent to be dumped into their territories. The anarchists, like the Jesuits, have their hand against every man; let every man's hand be against them, eye for eye, tooth for tooth, not passionately, but coolly, methodically, perseveringly. That process of international attention can alone succeed.

It has cost the French Government 250,000 alone, to refurnish, wash, and brush up the Palace of Compiegne to receive the Russian guests. No less than 432 beds have been set up for high Muscovite and French officials, who have wills and cranks of their own, and the army of clerks of high and low degree, of upper and lower servants, and the bees of the working authorities. At Rheims, as at Compiegne, the precautions amount to a first cousinship of a Reign of Terror. The oldest inhabitant will not be master of his own house or movements. A good viewing can be also a good assassination point, think the authorities. Men with lean, sallow faces, always "on the grin," and with black hair, smell of anarchy Italy; small, dark men, with black, dirty hair, shaggy and uncouth, but with black or blue wandering eyes, looking into space like model photos, are Slavs. Such individuals are always on the prowl. At Rheims the barracks accommodation being insufficient, the soldiers have to be lodged in cellars—if filled with wine, the situation would be excellent, if the soldiers had only a glimpse to let air into the hogheads and let out the wine. The heels of their boots, would naturally hold a "stirrup" cup.

The meeting of the "Three Emperors"—for the King of England is one—recalls in a way the light of other days. They are, it seems, all for peace, and represent the European Powers, between whose hands lie the issues of peace and war. There is no Hague sentiment and drollery in their chat; tranquillity will be upheld, because all are afraid to indulge in a war. It is the "International Peace Society," that now puts on varnish and feathers, by threaten-
ing the Sultan with excommunication major if he touches a hair of the head of an Armenian. The Porte cannot be very "Sablino," since France has let young Turkey have a free hand.

The McKinley outrage has overshadowed the movements of the Tsar, which have had to fall back a little from the front seat. People are delighted the American President is pulling through his suffering; his rapid recovery will ease the anxiety that set in as to the unknown in case he died. The Anglo-Saxon sympathy for the President is very real and strong. Then he has been seasoned in statesmanship, and schooled in the practical dealing with men. But for a new ruler, the horsepower can be at fault; because it can find no focus point where all is unknown.

M. Santos Drumont is to be pitied. After six attempts, and the construction of three balloons, to demonstrate the steerability of his airship, the Aeronautic Club intends to place spokes in his wheels. He is a Brazilian, he will not become a naturalised Frenchman, and he has never concealed his admiration for England. He is contesting the prize of 100,000 fr. offered by a French-German, to whoever will succeed in steering a balloon from the Park of St. Cloud round the Eiffel Tower and back to the Park again—a distance of 12 miles. Morally, Santos has accomplished that feat. But an ugly majority of the judges are jealous of the Brazilian winning all the glory from France. They have made a new condition, that the balloon must return to the "dourt yard" of the Aeronautic Club, which is a very torn-up piece of ground, that can wreck his balloon. He says he does not want the prize—£4,000—the glory is what he covets. He states he is very rich, and if he won he would divide the prize between the city charities and his numerous faithful workmen.

There are one million bicycles in France, so that is the number that pay duty. The trade is really in the hands of a few large firms that have purchased the interest and plant of other firms who have taken up the auto-car business. The latter are about starting an automobile racing ground—or "auto-drome"—on the plan of a Roman amphitheatre for chariot contests. Motor-buses are required into the suburbs, where the fares will be low, and the time of transport one-half less time than now.

France is talking and writing a good deal, in taking a good part in the contest for the sea, and upon the sea—in the mercantile sense understood. The United States is going ahead by leaps and bounds; England, having remained dazed and stationary in presence of the progress of America and Germany, has displayed at last fresh zeal and determined resolution, and is making up for lost time. It is the conviction in French maritime circles that Germany has reached the zenith of her mercantile marine, and that England will deal with her shipping trade after the South African war, in the interests of Imperialism. France has lost much in tonnage since 50 years. In total mercantile tonnage as compared with other nations, she now only ranks fifth, and in mean tonnage, her place is but sixth. The augmentation of her mercantile marine from 1887 to 1895 was a mean of 19 per cent., but from 1895 to 1898, it has only 7 per cent. France builds sailing vessels when steamers are the boats required, and all her constructions are on the side of slowness. The sea-ports of France, too, are not up to date in accommodation and facilities: in 1890, the total shipping movements at her ports represented only 22 per cent. of purely French vessels. Internal communi-
cations with Holland, Belgium, and Germany tell on her diminishing maritime transactions. The whole maritime economy of France is closely swaddled in the bounty system.

Australia has shot a bolt from the blue for France by announcing she intends having her Monroe Doctrine for the Islands of the Pacific, and will oppose all European grabbing of same. This is in great part intended for the French Foreign Office, and its Fashoda-like intrigues, with the New Hebrides. These islands are under the dual control of England and France, only the latter is preparing to say, "The house is mine, be off!"—a policy John Bull is not now inclined to accept. The other disturbing news is that Australia intends that the Common-
wealth shall have a navy of its own, and build vessels as quickly as possible. Greater Britain is telling foreigners to remember she will insist on a "hands off" policy. She intends to develop New Guinea, and makes no secret of her resolve to annex New Caledonia, in case of any ruptures with the British Empire. In planning their "easy schemes" for the invasion of England, General "Dreyfus" Morcio and Colonel Delamany should take note of that type of resistance.

The Tsar's visit has spoiled one institution this year—gunning. This is the height of the season to chance some game, or anything shootable. If not early at the scramble, little will be left for the comic opera sportsmen, except their get up, to astonish house-porters of both sexes, and workroom girls. Every Frenchman with 23 fr. pocket-money to spend can take out a gun-licence for all France, to slaughter feathered friends. But the next act in the comedy is to secure a ground to shoot over. Every one of the 38,000 communes in France can charge fowling generally 10 fr. to shoot over its area—excepting cockroaches and sparrows, rarely anything else in the ordinary communes is to be had. The poachers net, snare, or shoot any game that there is the day before the opening of the season; but he can secure a good bag for you, if you purchase from him all you want. Every tradesman and well-to-do shopman fits himself out in a hunting or rather "sporting" costume. Tyrollese hat—especially with big feather—canvass or corduroy suit, leggings, a game-bag, bandoliers for cartridges, and back strap for gun. Before he sets out he is photo-
graphed, and parades his locality to astonish natives and friends. At night he returns: his dog has providentially reaped the moving accidents of flood and field by bolting early: that day suffices. There is no fox-hunting; it may be said, in France, no any preserves except of a score of large estate-holders or those rich enough to rent a preserve, singly or on the joint stock principle, where you have one or two days in the week to blaze away. There is a little deer-hunting and wild boar-chasing. Some of the State, but not official forests, can be rented by a syndicate. There are also many of the poor nobility who preserve their hold-
ings, and let them, along with their house, to sporting people; they themselves come up to Paris to live till March. Other small land-owners farm their preserves themselves and supply partridges, pheasants, rabbits, and hares to the Paris markets. That is almost their sole means of existence. It is from Russia that France obtains her main supply of partridges and woodcock; hares, deer, roebucks, pheasants, come from Germany. There is no grouse in France, and Great Britain sends but little. America formerly sent prairie-hens, but they were not prized.

The Malakoff crime is cleared up. A woman hired an apartment at Malakoff, on the road to Chatillon, outside Paris. She deposited a large heavy trunk, promising to return with further impedimenta. As she did not, the land-
lady and her daughter had their suspicions. It might be a second edition of the Gouffé-Gabrielle Bonaparte trunk tragedy. With some neighbours they resolved to consult the Com-
missary of Police; he acted at once, had the room opened, and next the chest. The latter contained the doubled-up body of a man, in a four months' stage of decomposition, and not recognisable. Every precaution had been taken to suppress the offensive odour. He appeared to have been a cyclist. But the woman who left the trunk and the cabman? The police traced the woman to the south of France, at Cavillon, with her son, aged 18 months. On the police arriving at her hotel two shots were heard; the woman had killed herself and mortally wounded her child, since dead. A letter was found in her dress, confessing she had committed the murder four months ago, to prevent the young man, who had seduced her, from marrying her rival.

The School Colonies have been very well supported this year, funds having been liberally supplied. Only the back and sickly pupils are selected for the residence during vacation at

the mountain house. It is now intended to give healthy children a short outing during the summer holidays also.

During the last 300 years, an inventory has been made of the crowds of industrial centres in France that have disappeared owing to the demand for their outputs having ceased, or that new industries and fashions have superseded them. There are four cities, however, that display little fluctuation in their products—Rheims, where the Tsar is to visit, for its gingerbread; Rouen, for its sugar barley; Verdun, for its lollypops; and Dijon, for its mustard.

A party of gipsies arriving at Cherbourg "looked around" before pitching their tent. Seeing a yacht moored and empty, they hoarded it, and were on their way to Jersey when a gunboat captured them.

PUBLIC COMPANIES.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$23 per Share for the year 1900, equivalent to 46% on the Paid-up Capital of \$50 per Share, has been declared.

Warrants will be issued on the 11th October. By Order of the Board.

W. J. SAUNDERS,
Secretary.

Hongkong, 10th October, 1901. [2590]

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (Noon), on THURSDAY, the 17th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Limited.

Hongkong, 26th September, 1901. [2445]

WILLIAM POWELL, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE STATUTORY GENERAL MEETING of the above Company will be held at the PREMISES of the Company, Queen's Road Central, Hongkong, on SATURDAY, the 19th day of October, 1901, at 12 o'clock (Noon).

By Order of the Board of Directors.
For WILLIAM POWELL, LIMITED,
R. G. HECKFORD,
Manager.

Hongkong, 11th October, 1901. [2569]

NOTICES OF FIRMS

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. A. VON PUSTAU in our Firm ceased by mutual consent on the 30th September.

LAUTS, WEGENER & CO.
Hongkong-Canton, 1st October, 1901. [2490]

NOTICE.

I HAVE This Day established myself in Canton as MERCHANT and COMMISSION AGENT under the name and style of A. PUSTAU.

A. VON PUSTAU.
Canton, 1st October, 1901. [243]

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

MR. WILLIAM BASIL DIXON has This Day assumed Charge as CHIEF MANAGER.

By Order of the Board of Directors.
R. SHEWAN,
Chairman.

Hongkong, 27th September, 1901. [245]

JOHN BROWNHILL, DECEASED.

MARY BROWNHILL, DECEASED.

NOTICE IS HEREBY GIVEN that all Persons, Firms, or Companies having any Claim or Claims against the Estates or Effects of either of the above named deceased persons must send in the particulars of their respective Claims on or before the 8th DAY OF NOVEMBER, next to the Administrator and Executor JAMES ROBERT MUIR, whose address is at the Office of C. EWENS, Solicitor, 36, Queen's Road Central, Hongkong, after which said date the said Administrator and Executor will proceed to wind-up and distribute both Estates.

Dated this 8th day of October, 1901. [2563]

NOTICE.

THE Undersigned will not be RESPONSIBLE for any DEBTS contracted by his wife PALMYRA AUGUSTA TERCIO DA SILVA, and every person is hereby prohibited from giving her any Credit.

JOAO JOSE DAS DORES-BARROS.
Hongkong, 3rd October, 1901. [2502]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWER IN THE WORLD.

PRICE OF 12-ROSE CARTRIDGES.—Loaded with Powder only. 1 oz of Shot. Primrose Cases...\$5.65...\$7.40. Pigeon Cases...6.25...8.00. Ejector Brass Cases...6.90...8.65. 5 per cent. discount on orders of 1,000 and over. Apply to

WM. SCHMIDT & CO.,
Gunmakers,
Hongkong. [1669]

SIENTING.

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 23rd September, 1891. [2405]

PORTLAND CEMENT

J. B. WHITE & BROS
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [234]

THEODORO VAFIADIS & CO.

MANUFACTURERS OF

HIGH CLASS
EGYPTIAN CIGARETTES.

FACTORY, CAIRO (EGYPT)

CLOSE TO H.E. NUBAR PASHA'S PALACE.

BRANCHES.

BOMBAY.....20, Esplanade Road. | RANGOON.....72, Merchant Street.
CALCUTTA.....4, Dalhousie Square. | LONDON.....19, Basinghall Street, E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS.

MESSRS. KRUSE & CO.,

HONGKONG.

JAPAN COALS

THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:


New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chofu, Tientsin, Nanking, Fort Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamanashi and Ida Coal Mines; and SOLE AGENTS for Fukuro, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura, Otaji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yumokura, and other Coal Mines. N. INUZUKA, Manager. [1831]



LEMCO
The Genuine Liebig Company's Extract.
Is the most concentrated meat essence made. Invaluable in Kitchen, Sick Room, and Hospital, and on the Battle Field.
The only Meat Extract ever connected with JUSTUS VON LIEBIG.

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"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-1]

TRY
NAVY CUT
ATC
A GENTLEMAN'S SMOKE
Supplied in Three Grades.
Mild Medium & Strong.
PACKED IN
AIR TIGHT VACUUM TINS
MANUFACTURED BY
THE AMERICAN TOBACCO CO. U.S.A.



SWEET SPICE
MILD & EXTRA
American Spice
Manufactured in the AMERICAN TOBACCO CO. U.S.A.

[1755]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BENGAL	Brit. str.	2 m.	A. L. Valentini	F. & O. S. N. Co.	On 26th inst., at Noon.
LONDON	BYRON	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
LONDON	CANTON	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON	CANTON	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 29th inst.
LONDON	CANTON	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 12th November.
LONDON	CANTON	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 26th November.
LONDON & ANTWERP VIA MARSEILLES, &c.	AWA MARU	Jap. str.	2 m.	R. Trent	NIPPON YUSEN KAISHA	On 1st Nov., at Daylight.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
BREMEN VIA PORTS OF CALL	DARDANUS	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 16th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	LAOS	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 21st inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP, V. S. POSE, &c.	HAKATA MARU	Jap. str.	2 m.	R. Trent	NIPPON YUSEN KAISHA	On 18th inst., at Daylight.
HAYRE, BREMEN & HAMBURG	KUNIGSBERG	Ger. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 19th inst.
HAYRE & HAMBURG	BAMBERG	Ger. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 2nd November.
HAYRE, BREMEN & HAMBURG	SEGOVIA	Ger. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 16th November.
HAYRE & HAMBURG	MARBURG	Ger. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 30th November.
HAYRE & HAMBURG	SUEVIA	Ger. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 14th December.
HAYRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 28th December.
HAYRE & HAMBURG	SERBIA	Ger. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 11th January.
TRIESTE VIA SINGAPORE, &c.	TRIESTE	Aus. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 17th inst.
NEW YORK	STATE OF MAINE	Amer. ship	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	SATSUMA	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 26th inst.
NEW YORK	MANUEL LAGUNA	Amer. ship	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	CLAYDALE	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 30th inst.
NEW YORK VIA SUEZ CANAL	ADANA	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 10th November.
VANCOUVER VIA SHANGHAI, &c.	BARBEN	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 15th December.
VANCOUVER VIA SHANGHAI, &c.	BARBEN	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 23rd inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 6th November.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	VICTORIA	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
PORTLAND (OR.) VIA SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
SAN FRANCISCO VIA MOJI	INDRAPURA	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 19th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 5th Nov., at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	SEGOVIA	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS	AUSTRALIAN	Jap. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
AUSTRALIAN PORTS	YANAMARU	Jap. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
YOKOHAMA & KOBÉ	MAQUIS BACQUEHEM	Aus. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst., at Daylight.
YOKOHAMA & KOBÉ	JAPAN	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On or about 20th inst.
KOBÉ & YOKOHAMA	HITACHI MARU	Jap. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 25th inst., at Daylight.
KOBÉ & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 18th inst., at Noon.
YOKOHAMA	PAKHAI	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 19th inst.
CHIEFOO & NEWCHWANG	CHINKIANG	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	WHAMPOA	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	PARANMATTIA	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On or about 26th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	KIAUTSCHOU	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	Quick despatch.
ANPING VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 16th inst.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 23rd inst., at Daylight.
TAMSU VIA SWATOW & AMOY	DAIJI MARU	Jap. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 16th inst., at 3 p.m.

SHIPPING.

ARRIVALS.
Oct. 12, ULABA, German str., 675, A. Underup, Hiohoo 11th Oct., General.—JESSEN & Co.

Oct. 12, FUSHUN, British str., 1,500, Wm. H. Lunt, Shanghai 9th October, General.—CHINESE

Oct. 12, HAITAN, British str., 1,153, Roach, Swatow 11th Oct., General.—DOUGLAS LAFRANCE & Co.

Oct. 12, MAIZURU MARU, Jap. str., 667, T. Saitan, Amoy 9th October, General.—NIPPON YUSEN KAISHA.

Oct. 12, WINGANG, British str., 1,517, T. H. Sellar, Swatow 11th Oct., General.—JARDINE, MATHESON & Co.

Oct. 13, DAGMAR, German str., 950, Gosewisch, Swatow 12th Oct., General.—MELCHERS & Co.

Oct. 13, ELSE, German steamer, 903, Riecke, Taka 5th October, General.—CHINESE.

Oct. 13, GLOUCESTER CITY, British str., 1,400, G. Wilson, Saigon 9th Oct., Rice and Rice-flour.—ONE.

Oct. 13, HUE, French steamer, 704, Godinard, Haiphong 9th Oct. and Kwong-chow-wan 12th, General.—A. R. MARTY.

Oct. 13, PENTAKOTA, British str., 2,209, H. L. Parsons, Calcutta 1st October.

Oct. 13, STYX, French cruiser, 1,800, Vincent, Canton 13th October.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
12th October.
Hendon, British str., for Nagasaki.
Jornila, Italian str., for Singapore.
Chingta, British str., for Manila.
Tlandia, German str., for Shanghai.
Fochow, British str., for Shanghai.
Hinsang, British str., for Hongkong.
Kiautschou, British str., for Amoy.
Kwangang, British str., for Swatow.
Machew, German str., for Swatow.
Mongkut, German str., for Swatow.
Nenchang, British str., for Tientsin.
Nestor, British str., for Shanghai.
Pelayo, British str., for Swatow.
Telenachus, British str., for Swatow.
Thales, British str., for Swatow.
Wingung, British str., for Canton.
Yuenang, British str., for Manila.
Zucena, British str., for Singapore.

DEPARTURES.

11th October.
MUTRA, British str., for Taku.
12th October.
BORMIDA, Italian str., for Bombay.
CANTON, British str., for Bombay.
CANTON, British str., for Sydney.
FOOCHOW, British str., for Shanghai.
HINSANG, British str., for Hongkong.
HONGKONG MARU, Japanese str., for Shanghai.
KAIFONG, British str., for Hioho.
KUNANG, British str., for Amoy.
MACHUW, German str., for Swatow.
MICHAEL JESSEN, German str., for Pakhoi.
MONGKUT, German str., for Swatow.
MONTEREY, U.S. monitor, for Shanghai.
NESTOR, British str., for Shanghai.
PALAWAN, British str., for Europe.
SEGOVIA, German str., for Yokohama.
TELEMACHUS, British str., for Swatow.
WINGANG, British str., for Canton.
YEDQ MARU, Japanese str., for Chiofo.
YUENANG, British str., for Manila.
13th October.
BENLOMOND, British str., for Nagasaki.
DAIJI MARU, Japanese str., for Swatow.
FLANDRIA, German str., for Shanghai.
KUNANG, British str., for Swatow.
NANCHANG, British str., for Tientsin.
PELAYO, British str., for Swatow.
ZWEXA, British str., for Singapore.

VESSELS IN DOCK.

12th October.
ABERDEEN DOCK.—Canton River, Eleana, Cebu, H.M.S. Argonaut, Taidou, COMOPOLITAN DOCK.—Sabina Rickmers, Eleana.

SHIPPING REPORTS.

The German steamer Dugmar, from Swatow 12th Oct., had light S.W. winds and fine weather.
The British steamer Gloucester City, from Saigon 9th Oct., had fine weather, smooth sea and light easterly winds.
The British steamer Fushun, from Shanghai 9th Oct., had light moderate to light southerly winds and fine weather throughout.

The British steamer Hailan, from Foochow Amoy and Swatow 11th Oct., had moderate S.W. winds and fine, cloudy weather to Amoy. From Amoy to Swatow fresh S.W. winds and fine weather. From Swatow to port moderate S.W. winds and fine weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
ALBANIA, British ship, Brownell—Order. CHERITE BURELL, British ship, Jeffy—Order.
HELEN A. WYMAN, American ship, Vanhon.—Arnhold, Karberg & Co.
STATE OF MAINE, American ship, Colcord.—Standard Oil Co.
W. H. CONNER, American ship, Colcord.—Standard Oil Co.

VESSELS ON THE BERTH

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First Class Steamships "INDRAVELL" "INDIA" "INDIA" and "KINGSTON" COMBINATION, between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBÉ and YOKOHAMA.

"INDRAPURA" will be despatched for Portland (Or.) on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.
For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent.
Hongkong, 25th September, 1901. [2443]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KIAUTSCHOU" OF THE HAMBURG-AMERIKA LINE, Captain P. Lunenschloss, due here with the outward German Mail about the 15th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.
Hongkong, 12th October, 1901. [9]

FOR SINGAPORE, PENANG AND CALCUTTA.

"CATHERINE APCAR" Captain S. H. Bolton, will be despatched for the above ports on WEDNESDAY, the 16th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.
Hongkong, 11th October, 1901. [2583]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUEME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE & ADRIATIC PORTS.)

THE Company's Steamship

"TRIESTE" Captain A. Mitis, will be despatched as above on THURSDAY, the 17th inst.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.
Hongkong, 30th September, 1901. [6]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
VICTORIA	3,502	J. Pantan	October 15th
GLENGYLE	3,750	W. Frakes	November 1st
CLAYDALE	3,328	J. Barker	November 14th
BRAEMAR	3,601	W. Watt	November 26th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £32.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.

The Railroad travelling is sood to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 41 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG to VICTORIA and TACOMA, £35.

The best route to the Klondyke Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYKE and St. MICHAEL.

Rates of Passage to other Points, on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 2nd October, 1901. [11]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPERESS OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 1901
"PARTAR" 4,425 Tons Comdr. E. Beetham, R.N.R. WEDNESDAY, 8th Nov., 1901
"EMPERESS OF INDIA" Comdr. C. P. Marshall, R.N.R. WEDNESDAY, 20th Nov., 1901
"ATHENIAN" 3,882 Tons Comdr. H. Mowatt WEDNESDAY, 4th Dec., 1901
"EMPERESS OF JAPAN" Comdr. H. Hyus, R.N.R. WEDNESDAY, 18th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Route passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "PARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "PARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.
Hongkong, 1st October, 1901. [10]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 18th October, at Daylight.
KASUGA MARU	NAGASAKI, KOBÉ and YOKOHAMA	FRIDAY, 18th October, at Noon.
H. Fraser	HAMA	at Noon.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOI, KOBÉ and YOKOHAMA	SATURDAY, 19th October, at 4 p.m.
HITACHI MARU	KOBÉ and YOKOHAMA	FRIDAY, 25th October, at Daylight.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th October, at 4 p.m.
A. E. Moss	LONDON and ANTWERP, via MARSEILLES, SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 1st November, at Daylight.
R. Trent		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.
Hongkong, 23rd September, 1901. [13]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KOENIGSBERG	HAYRE, BREMEN & HAMBURG	On 10th Oct. Freight and Passengers.
BAMBERG	HAYRE & HAMBURG	On 2nd Nov. Freight.
SEGOVIA	HAYRE, BREMEN & HAMBURG	On 16th Nov. Freight.
MAURBURG	HAYRE & HAMBURG	On 30th Nov. Freight.
SUEVIA	HAYRE & HAMBURG	On 14th Dec. Freight.
NUERNBERG	HAYRE & HAMBURG	On 28th Dec. Freight.
SERBIA	HAYRE & HAMBURG	On 11th Jan. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [1051]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	CANTON	Noon, 19th October	Freight or Passage.
YOKOHAMA	C.F. Lockstone, R.N.R.	October	
SHANGHAI	JAPAN	About 20th October	Freight or Passage.
	C. C. Talbot, R.N.R.	October	
	PARANMATTIA	About 26th October	Freight or Passage.
	R. T. Cook, R.N.R.	October	

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	THROUGH
GLASGOW and LIVERPOOL	"LAERTES"	On 14th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 17th October.
GLASGOW and LIVERPOOL	"MACHAON"	On 23rd October.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 25th October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.

FOR	HOMEWARDS.	TO SAIL
LONDON	"PYRRHUS"	On 15th October.
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.
LIVERPOOL DIRECT	"ULYSSES"	On 14th October.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.

The S.S. "NESTOR," from GLASGOW and LIVERPOOL, left Singapore on the 5th inst., a.m., and is expected here on the 10th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.
Hongkong, 7th October, 1901. [15]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO & NEWCHUANG	"CHINKIANG"	On 14th October.
SHANGHAI	"WHAMPOA"	On 14th October.
TIENSIN	"PAKHOI"	On 19th October.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 26th September, 1901. [16]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).
THE Company's Steamship

"MAIDZURU MARU."
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 16th inst. For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 9th October, 1901. [18]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANÇAIS.

SAIGON, SINGAPORE, RATAVIA, COLOMBE, PONDIERRY, MADRAS, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER.

PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 21st October, 1901, at 1 P.M., the Company's Steamship "LAOS," Captain Riquier, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 20th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.
Hongkong, 9th October, 1901. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIKO, PONDARWIN and QUEENSLAND PORTS, and sailing through CARGO to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"
Captain Helms, will be despatched for the above ports on THURSDAY, the 24th inst., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th October, 1901. [2546]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA"

"KURDISTAN"

"LENOR"

"RICHMOND CASTLE"

"ORONEX"

"HILLGLEN"

"LOWFHER CASTLE"

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 4th October, 1901. [1739]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA,"

Captain A. Smith, will be despatched for the above port on 10th November, 1901.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 23rd September, 1901. [2418]

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 19th October, at DAYLIGHT.
"DORIC"	TUESDAY, 29th October, at NOON.
"PERU"	TUESDAY, 12th November, at NOON.
"COPTIC"	WEDNESDAY, 20th November, at NOON.
"CITY OF PEKING"	SATURDAY, 7th December, at NOON.
"GAELIC"	SATURDAY, 14th December, at NOON.

THE P. M. S.S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th October, at DAYLIGHT, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Navy, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Navy and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 8th October, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND N. FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE"

S.S. "KVAEVEN"

S.S. "THYRA"

THE Steamship "STRATHGYLE" will be despatched for SAN FRANCISCO via MOJITO, KOBE and YOKOHAMA on SUNDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 8th October, 1901. [14]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK.

THE full-powered Steamship

"CLAVERDALE" will be despatched for the above port on WEDNESDAY, 30th inst.

For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 28th September, 1901. [2395]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the SOUTH AFRICAN NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and other particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [5]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. India.
From Australia, ex s.s. Roma.
From Calcutta, ex s.s. Syria and Sicilia.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., To-day, 10th inst.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 10th October, 1901. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th October, 1901. [2577]

FROM HAMBURG, BREMEN, ROTTERDAM, PORT SAID, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SEGOVIA"

Captain Foerck, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON To-day, 8th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 9th October, 1901. [2579]

STEAMSHIP "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. Dover, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before NOON, To-day, the 7th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 14th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 7th October, 1901. [2]

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTONI UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BORMIDA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained.

Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th inst., will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.

Hongkong, 7th October, 1901. [7]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. on the 12th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 10th October, 1901. [2383]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"NESTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 20th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th October, 1901. [15]

HONGKONG STEAMERS

Bakan Maru, Jap. str., 320, Kawamoto, Sept. 24, Japanese

Benledi, British str., 1,483, Clark, Oct. 11, Gibb, Livingston & Co.

Bygde, Norwegian str., 771, Carlson, Oct. 9, Sander, Vieler & Co.

Catherine Apcar, British str., 1,730, Belson, Oct. 10, D. Sassoon, Sons & Co.

Cebu, Amr. str., 419, Inchausti, Sept. 29, Brando & Co.

Chas. Rogier, Brit. str., 1,292, Smith, Sept. 8, Japanese

China, American str., 3,187, Seabury, Oct. 10, P. M. S. S. Co.

Clara, German str., 875, Uldrup, Oct. 12, Jensen & Co.

Dagmar, German str., 1,410, Gossel, Oct. 19, Jensen & Co.

Elcano, American str., 510, Altona, Sept. 3, Brando & Co.

Else, German steamer, 903, Riecke, Oct. 13, Chinese

Empress of China, Brit. str., 3,003, Archibald, Oct. 1, C. P. R. Co.

Fushun, British steamer, 1,500, Luat, Oct. 12, Chinese

Gloucester City, British str., 1,409, Nilsen, Oct. 13, Order

Haitan, British steamer, 1,133, Roach, Oct. 12, Douglas Lippell & Co.

Hermes, Norwegian str., 849, Knulsen, Oct. 5, Sander, Vieler & Co.

Holstein, German str., 955, Inland, Oct. 3, Jensen & Co.

Hue, French steamer, 704, Goldman, Oct. 13, A. R. Marty

Indrapura, British str., 3,152, Hollingsworth, Sept. 29, Allan Cameron

Kagoshima Maru, Jap. str., 2,731, Kori, Oct. 10, Nippon Yusen Kaisha

Kata, Austrian str., 1,341, Vidossich, Oct. 7, Order

Kinshin Maru, Jap

POST OFFICE NOTICES.

The Kantschow, with the German Mail of the 10th ult., left Singapore on Friday, the 11th inst., at 6 a.m., and may be expected here on or about to-morrow.

The Doria, with the American Mail of the 20th ult., left Yokohama on the 11th inst., at daylight, and may be expected here on or about Friday, the 12th inst.

PARCELS.—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 8th November, are due in London about the 13th December, and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.

The following postage will be collected:—

For a Parcel not exceeding 3 lbs. in weight 50 cents.

7 lbs. " " 1.00

11 lbs. " " 1.50

With an additional 50 cents, Parcels may be sent via Bremen, and if posted before 3 p.m. on Friday, the 22nd November, are due in London about the 21st December, and those posted before 3 p.m. on Friday, the 11th December, are due in London about the 4th January.

All Parcels containing Jewellery, or any article of Gold or Silver, must be insured, and all insured Parcels must be sealed. The seals must bear the impression of a private mark.

Senders of Parcels are requested to post them a few days in advance.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	Hongkong	Monday, 14th, 7.30 A.M.
Wahaiwei	Bombay	Monday, 14th, 10.00 A.M.
Amoy	Sabine Rickmers	Monday, 14th, 11.00 A.M.
Singapore	Ulysses	Monday, 14th, 11.00 A.M.
Macao	Hongkong	Monday, 14th, 1.15 P.M.
Kunming and Samshui	Tungchow	Monday, 14th, 3.00 P.M.
Chefoo and Newchwang	Chinkiang	Monday, 14th, 4.00 P.M.
Shanghai	Whampoa	Monday, 14th, 5.00 P.M.
Swatow, Amoy and Foochow	Haitan	Monday, 14th, 5.00 P.M.
Canton	Falshan	Monday, 14th, 5.00 P.M.
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma	Victoria	Tuesday, 15th, 11.00 A.M.
Singapore	Pyrrhus	Tuesday, 15th, 3.00 P.M.
Swatow, Amoy and Ningpo	Maidaura Maru	Tuesday, 15th, 5.00 P.M.
Europe, &c., India via Tuticorin (Late Letters, 11.05 to 11.20 A.M. Extra Postage 10 cents.)	Hamburg	Wednesday, 16th, 9.00 A.M.
Singapore, Penang and Calcutta	Catherine Apear	Wednesday, 16th, 2.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	China	Wednesday, 16th, 4.00 P.M.
Singapore	Canton	Saturday, 19th, 11.00 A.M.
Tientsin	Pakhoi	Saturday, 19th, 4.00 P.M.
Moji, Kobe and Yokohama	Strathgillie	Sunday, 20th, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Empress of China	Wednesday, 23rd, 9.00 A.M.
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Bengal	Wednesday, 23rd, 11.00 A.M.

TO-MORROW.

Sale, Miscellaneous, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

Meeting, H.M. Justices of the Peace, Magistrate, 2.30 p.m.

COMMERCIAL CLOSING QUOTATIONS.

ON LONDON—	12th October.
Telegraphic Transfer	111
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credits, at 4 months sight	111 1/2
Documentary Bills, 4 months sight	111 1/2
ON PARIS—	
Bank Bills, on demand	2.42
Credits, at 4 months sight	2.45
ON GERMANY—	
On demand	1.96
ON NEW YORK—	
Bank Bills, on demand	46 1/2
Credits, 60 days sight	47 1/2
ON BOMBAY—	
Telegraphic Transfer	143 1/2
Bank, on demand	144
ON CALCUTTA—	
Telegraphic Transfer	143 1/2
Bank, on demand	144
ON SHANGHAI—	
Bank, at sight	73 1/2
Private, 30 days sight	74
ON YOKOHAMA—	
On demand	6 p.c. pm.
ON MANILA—	
On demand	4 p.c. pm.
ON SINGAPORE—	
On demand	4 p.c. pm.
ON BATAVIA—	
On demand	116 1/2
ON HONGKONG—	
On demand	11 p.c. pm.
ON SAIGON—	
On demand	1 p.c. pm.
ON BANGKOK—	
On demand	60 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.31
GOLD LEAF, 100 fms. per tola	\$53.50
BAR SILVER, per oz.	36 1/2

OPIUM.

Quotations are:—	Allow'ce net to 1 catty.
Malwa New	\$880 to \$890 per picul.
Malwa Old	\$900 to \$910
Malwa Older	\$920 to \$930
P. P. per wrapped	\$770 to
Persian fine quality	\$750 to
Persian extra fine	to
Patna New	\$820 to
Patna Old	\$840 to
Benares New	\$800 to
Benares Old	\$820 to

VESSELS EXPECTED.

THE GERMAN MAILS.

The Imperial German Mail steamer *Kantschow*, carrying the German mails with dates from Berlin of the 13th ult., left Singapore on the 11th inst., at 6 a.m., and may be expected here on or about to-morrow, a.m.

The Imperial German Mail steamer *Hamburg* left Kobe via Nagasaki and Shanghai on the 6th inst., p.m., and may be expected here on or about to-morrow.

THE AMERICAN MAILS.

The O. & O. steamer *Doria*, with mails, &c., from San Francisco to the 20th ult., left Honolulu, has arrived at Yokohama, and left for this port on the 10th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The T.K.K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 27th ult.

The P.M. steamer *Perr*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 6th inst.

THE CANADIAN MAIL.

The C.P.E. steamer *Empress of India* left Vancouver on the 8th inst., a.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The "Glen" Line steamer *Glenshiel*, from Antwerp and London, left Singapore on the 8th inst., p.m., and is due here to-day.

The N.P. steamer *Tacoma* sailed from Yokohama for Hongkong on the 5th inst.

The A.L. steamer *Trieste* left Moji for this port on the 10th inst., a.m.

The N.Y.K. steamer *Hakata Maru* (European Line) left Kobe via Moji for this port on the 10th inst., and is expected to arrive here on the 16th inst.

The "Shire" Line steamer *Pembroke*, from Middlesbrough and London, left Singapore on the 11th inst., and is due here on or about the 17th inst.

The N.D.L. steamer *Marburg*, from Hamburg, left Singapore for this port on the 12th inst., and may be expected here on or about the 18th inst.

The A.L. steamer *Marquis Bacquehem* left Singapore for this port on the 12th inst.

The E. & A. steamer *Guthrie*, from Sydney, &c., left Port Darwin on the 10th inst., for Manila and Hongkong, and is due here on or about the 22nd inst.

The P. & O. steamer *Maasoun* left Bombay for this port on the 7th inst.

The C.P.R. steamer *Tartar* arrived at Yokohama on the 12th inst., and left for Kobe yesterday morning at daylight.

The N.P. steamer *Braemar* sailed from Tacoma for Japan and Hongkong on the 11th inst.

The steamer *Oronsay* left New York on the 21st ult. for Straits, Hongkong, China and Japan.

The steamer *Hilldale* left New York for Straits, Hongkong, China and Japan on the 22nd ult.

The N.P. steamer *Clavering* sailed from Tacoma for Hongkong via Vladivostok and Port Arthur on the 28th ult.

The P. & A. steamer *Knight Companion* left Portland on the 30th ult. for Hongkong via Japan ports.

STEAMERS PASSED THE CANAL.

OUTWARD.—Aug. 27th—*Olimpo*. 3rd Sept.—*Marquis Bacquehem*, *Margherita*. 6th—*Heron*. 10th—*Adena*. 13th—*Aranda*. 17th—*Glenshiel*, *Elrickdale*, *Forer*. 20th—*Forer*, *Japan*, *Thipoca*, *Hanyang*. 24th—*Queen Christina*, *Erasmus*, *Franz Ferdinand*, *Kantschow*. 27th—*Annan*, *Hakata Maru*, *Mauchon*, *Merionethshire*, *Argyll*, *Sophie Rickmers*. 1st Oct.—*Avana*, *Prometheus*, *Zefiro*. 4th—*Borneo*, *Asia*, *Bayera*, *Oro*, *Oopack*.

HOMeward.—17th Sept.—*Malacca*, *Mercury*. 20th—*Marburg*, *Hudson*. 27th—*Aranda*. 4th Oct.—*Suez*. 8th—*Biogo* Maru, *Stentor*, *Yarra*, *Headbunt*.

ARRIVAL AT HOME.—8th Oct.—*Patrols*.

PASSENGERS.

Per *Hailan*, from Swatow, Dr. and Mrs. Otto and three children, Dr. Turner and Miss Lazenby.

Per *Wingang*, from Swatow, Mrs. and Master Banford, Messrs. Watt and Watt.

Per *Daguer*, from Swatow, Mrs. Fackon.

Per *Pandora*, from Calcutta, Lieuts. Humphreys, Merriam, Gordon, Butler, Lind and Maclean, Mrs. Beadle and two children and Sergt. T. Groat.

Per *Fushua*, from Shanghai, Messrs. G. Minas, J. M. Allardise and A. D. T. Aureliar.

Q U A N - W A H & C O .

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION

No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1901. [179]

TSANG FOO & CO.

SAM WING HING

COAL MERCHANTS.

No. 48, DES VEUZ ROAD CENTRAL.

Hongkong, 23rd September, 1901. [241]

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & S'ha...	\$125	\$620.
China & Japan, only	24	10s.
Do. deferred	21	2s. 6s.
Natl. Bank of China	28	\$28, sellers
A. Shares	28	\$28, sellers
B. Shares	21	\$15, sellers
Foun. Shares	21	\$10.
Bell's Asbestos E. A.	21	\$10.
Campbell, Moore & Co.	21	\$20.
China-Borneo Co., Ltd.	21	\$15.
China Light and	21	\$20, nominal
Power Co., Ltd.	21	\$20, nominal
China Prov. L. & M.	21	\$20, nominal
China Sugar	21	\$100.
Cigar Companies—		
Alhambra, Ltd.	\$500	\$750, sellers
Philippine Tobacco	\$50	\$50, nominal
Trust Co., Ltd.		
Cotton Mills—		
Ewo	Tls. 100	Tls. 40, buyers
International	Tls. 100	Tls. 35, buyers
Laou Kung Mow	Tls. 100	Tls. 42, buyers
Soychoe	Tls. 100	Tls. 20.
Yahchoe	Tls. 100	Tls. 11.
Hongkong Electric	\$100	\$121, buyers
Dairy Farm	\$6	\$5, buyers
Penwick & Co., Geo.	\$25	\$55, sellers
Green Island Cement	\$10	\$21.
H. & C. Bakery	\$50	\$50.
Hongkong & C. Gas	210	\$140, buyers
Hongkong Electric	\$5	\$41, sellers
H. H. L. Tramways	\$100	\$280, buyers
Hik Steam Water	\$7	\$8, buyers
Boat Co., Ltd.	\$1	\$13.
Hongkong Hotel	\$25	\$183, buyers
Hongkong Ice	\$50	\$50, buyers
H. & K. Wheel & G.	\$25	\$175, sales & buy.
Hongkong Electric	\$50	\$280, sellers
H. H. Dock	\$50	\$280, sellers
Insurance—		
Canton	\$20	\$163, sales
China Fire	\$20	\$34, buyers
China Traders	\$25	\$60, sellers
Hongkong Fire	\$25	\$50, buyers
North China	\$25	\$100, buyers
Straits	\$20	\$20, nominal
Union	\$50	\$322, buy-ex div.
Yangtze	\$60	\$12, buyers
Land and Building—		
Hongkong Land Inv.	\$100	\$195, sellers
Humphreys Estate	\$10	\$134, sellers
Kowloon Land & B.	\$30	\$31.
West Point Building	\$50	\$58, buyers
Luzon Sugar	\$100	\$30, sellers
Manila Invest. Co., Ltd.	\$30	\$50, nominal
Mining—		
Charbonnages	Fcs. 250	\$325.
Jelutub	\$5	\$5, sellers
Queens Mine, Ltd.	25s.	4 cons.
Oliver Mines, A.	\$5	nominal
Do. B.	\$1	nominal
Pumjon	\$9	\$44, sellers
Do. Preference	\$1	\$14, sellers
Rauba	15/10	\$14.
New Amoy Coal	\$30	\$55.
Oriental Hotel, Manila	\$10	\$10, nominal
Powell, Ltd.	\$10	\$10, nominal
Robinson & Co., Ltd.	\$50	\$50, nominal
Steamship Coys.—		
China and Manila	\$50	\$50.
China Mutual Pref.	\$10	\$10, buyers
China Railway	27/10	\$7.10, sellers
China	25	\$25, sellers
Do.	\$50	\$171.
Douglas Steamship	\$15	\$34, sellers
H. Canton and M.	\$10	\$147, sellers
Indo-China S. N.	\$10	\$147, sellers
Shell Transport and	21	\$2.10s, sellers
Trading Co., Ltd.		
Star Ferry	\$10	\$91, sellers
Tobrua Planting Co.	\$5	\$1.
United Asbestos	\$4	\$4, sales
Do.	\$10	\$15.
Universal Trading	\$20	\$10, sellers
Co., Ltd.		
Wanchai Ferry	\$37	nominal
Watson & Co., A. S.	\$10	\$10.
Watson & Co., A. S.	\$10	\$16, sellers

VERNON & SMYTH, Brokers.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 11th OCTOBER, P.M.

STATION.	Hour.	Temp.	Humidity.	Wind.	Weather.
V. divotock	2 p.	30.03	—	—	—
Tokyo	—	30.07	—	—	—
Kobe	—	30.05	—	—	—
Nagasaki	—	30.09	—	—	—
Kagoshima	—	30.09	—	—	—
Taihouku	1 p.	30.09	—	—	—
Taipei	—	30.08	—	—	—
Taiwan	—	30.02	—	—	—
Pescadore	—	30.02	—	—	—
Gutzlaff	3 p.	29.88	74	95	sat. 4
Sharp Peak	—	29.80	83	81	sat. 4
Amoy	—	29.55	86	76	sat. 4
Swatow	—	29.82	81	70	sat. 4
Hongkong	4 p.	29.86	84	66	sat. 4
Gap Rock	—	29.86	84	66	sat. 4
Macao	—	29.86	86	66	sat. 4
Haioung	1 p.	29.84	91	56	—
Malacca	4 p.	29.84	91	56	—
Beakod	3 p.	29.82	86	66	—
Hailo	—	29.83	86	66	—
Cebu	—	29.82	86	66	—
C. S. James	—	29.82	86	66	—

STATION.	Hour.	Temp.	Humidity.	Wind.	Weather.
V. divotock	7 a.	30.03	—	—	—
Tokyo	10 a.	30.07	—	—	—
Kobe	—	30.05	—	—	—
Nagasaki	—	30.09	—	—	—
Kagoshima	—	30.09	—	—	—
Taihouku	5 a.	30.09	—	—	—
Taipei	—	30.08	—	—	—
Taiwan	—	30.02	—	—	—
Pescadore	—	30.02	—	—	—
Gutzlaff	9 a.	29.88	74	95	sat. 4
Sharp Peak	—	29.80	83	81	sat. 4
Amoy	—	29.55	86	76	sat. 4
Swatow	—	29.82	81	70	sat. 4
Hongkong	10 a.	29.86	84	66	sat. 4
Gap Rock	—	29.86	84	66	sat. 4
Macao	—	29.86	86	66	sat. 4
Haioung	1 p.	29.84	91	56	—
Malacca	4 p.	29.84	91	56	—
Beakod	3 p.	29.82	86	66	—
Hailo	—	29.83	86	66	—
Cebu	—	29.82	86	66	—
C. S. James	7 a.	29.82	86	66	—

On the 12th at 12.55 p.m. The barometer continues to fall over the China coast, and the pressure is low all over the Pacific to the E. of the Philippines. Gradual slight fall SW. winds in S. China. Forecast—moderate SW. winds.

MESSRS. FALCONER & CO.'S BAROMETER, 12th Oct.

Barometer 9 a.m. 30.01 Therm. 9 a.m. (Wet bulb) 77

Barometer 1 p.m. 29.96 Therm. 1 p.m. (Wet bulb) 70

Barometer 4 p.m. 29.96 Therm. 4 p.m. (Wet bulb) 70

Thermom. 9 a.m. 84 Therm. Maximum 84

Thermom. 1 p.m. 87 Therm. Minimum 82

VISITORS AT HOTELS.

HONGKONG HOTEL.	CHATELAIN HOTEL.
Mr. W. H. Anderson	Mr. E. L. Kraemer
Mr. D. A. Andrews	Mr. I. de Krzywoszewski
Mrs. Angu	Mr. N. Lazarus
Mr. E. Arnold	Major R. P. Little, R.E.
Mr. W. S. Bailey	Mr. D. Macdonald
Mr. B. J. Barlow	Mr. Gordon MacKie
Mr. F. C. Barlow	Captain and Mrs. E. E.
Major Bartlett	McLellan
Mr. J. T. Bell	Mr. J. F. Mac-
Mr. J. Black	Mr. L. L. Mac-
Mr. A. Bonner	Mr. L. L. Mac-
Mr. E. Brumit	Mr. Hugo Marle
Major W. B. Brown, R.E.	Mr. Marlow
Mr. & Mrs. H. Burz	Mr. Michael
Mr. Busstow	Mr. & Mrs. Milton
Major Buttanshaw	Mr. J. Nagata
Mr. D. H. Cameron	Mr. & Mrs. P. L. Ogden
Mr. J. D. Clark	Mr. W. Parfit
Dr. F. Clarke	Dr. W. W. Pearce
Mr. E. E. Cole	Mr. C. Piry
Mr. J. S. Colson	Mr. S. D. Piry
Mr. & Mrs. H. E. Crowley	Mr. A. J. Pletcher
Mr. A. E. Davies	Mr. H. Price
Mr. P. C. Demarco	Capt. Radcliffe, R.E.
Mr. G. M. Decombe	Dr. L. B. Reel
Major D. Rohill, R.A.	Mr. A. Reid
Capt. & Mrs. Dunsford	Miss Biken
and child	Mr. W. V. Robinson
Major P. S. Dyson	Mr. C. Schow
Mr. F. W. Edwards	Mr. F. W. Sengat
Mr. & Mrs. Fennell	Mr. & Mrs. Sherring and
Mr. A. J. Field	Mr. A. J. Field
Mr. Fisher	Mr. A. E. Siapa n
Mr. Kennedy Gibson	Mr. M. Silva
Mr. C. Glover	Mr. T. J. Smith
Mr. John Grant	Mrs. Smithers
Mr. J. V. Gurne	Mr. J. D. Smithers
Mr. J. H. Hall	Mr. Spovio
Mr. Hamilton	Mr. Somerville
Mr. B. E. Hanson	Mr. D. G. Taylor
Mr. J. A. Hawkins	Mr. J. B. Thomas
Mr. R. G. Hackford	Dr. & Mrs. J. C. Thomson
Mr. & Mrs. Hawkins	child
Mr. W. Korfot Hughes	Mr. M. M. Tibbey
Mr. E. N. Hake	Mr. G. H. Wakeman